

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	Underground Constructions and Industrial Installation in Kladno	DATE DISTR.	5 October 1955
DATE OF INFO.		NO. OF PAGES	9
PLACE ACQUIRED		REQUIREMENT NO.	
DATE ACQUIRED		REFERENCES	

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

LIBRARY SUBJECT AND AREA CODES (30)

3-02-0406

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COUNTRY Czechoslovakia

DATE DISTR. 7 September
1955

SUBJECT Underground Constructions and Industrial
Installation in Kladno

NO. OF PAGES 8

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

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THIS IS UNEVALUATED INFORMATION

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Reference is made to page 2, overlay on GSQS 4725, Sheet 39521/2W, Kladno West, on which source identified the following points:

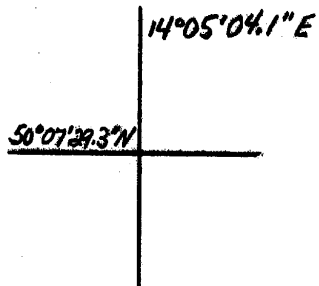
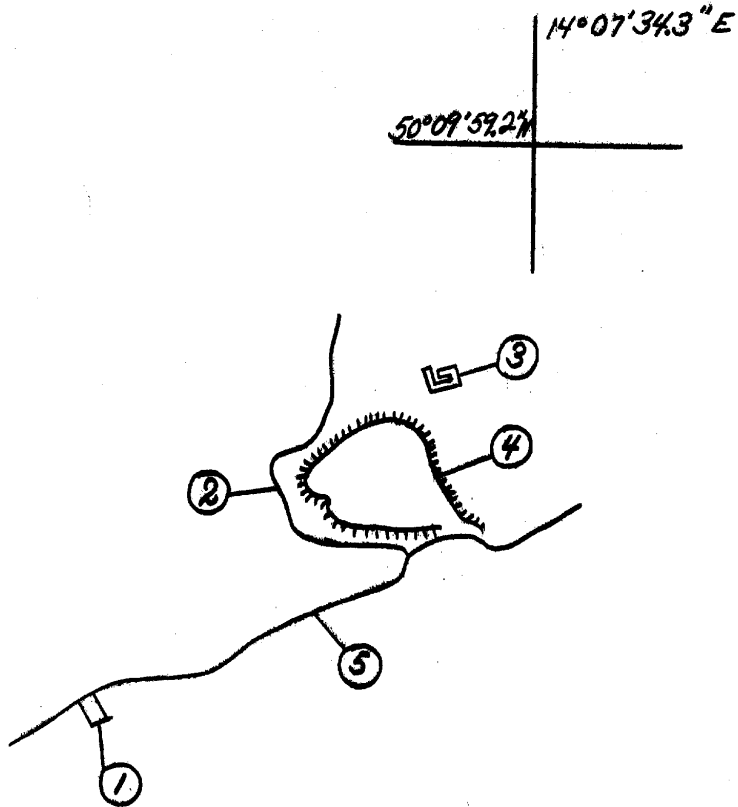
1. Gottwald Square. For further information see point 3, page 3, this report.
2. Highway to Motycin (N 50-10, E 14-07), gravel, 12 m. wide.
3. Kablo, National Enterprise. For further information see point 9, page 6, this report.
4. Slag Mount. For further information see point 8, page 6, this report.
5. Czechoslovak Army Boulevard. For further information see point 1, page 3, this report.

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Overlay on GSGS 4725
Sheet: 3952/2W
AMS Series M 872
Kladno West
Czechoslovakia 1:25,000

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Reference is made to page 5, memory sketch of an alleged air raid shelter location in Kladno (N 50-09, E 14-06).

1. Czechoslovak Army Boulevard (Trida ceskoslovenske armady). This was the main street in Kladno; asphalt, 26 m. wide, sidewalks included, good condition, widest street in Kladno.
2. Peoples' House (Lidovy dum). Four-story brick construction occupying the entire block. Communist Party office, state dispensary, meeting hall, movie and restaurant were located in this building.
3. Gottwald Square. The square was covered with grass with one line of trees planted on three sides of the square. There were no trees on the north side of the square. Source believed an air raid shelter was located under the square. The construction of the shelter began in February 1952. Before the construction began, the square was fenced in by a three-meter-high wooden board fence. Only authorized personnel were permitted to enter the construction area. There was an industrial guard at the entrance to the construction area at all times. Work was performed in three shifts. There were about 40 workers employed on the construction during the eight-hour day and eight-hour "swing" shifts, and about 20 workers employed during the eight-hour night shift. At night the construction area was lighted by spotlights. Source believed that an average of two 2.5-ton trucks loaded with dirt left the construction area every hour. The dirt showed a high stone content. Source had an opportunity to observe a water pipe-line ditch in the vicinity and stated that the layer of stone started at a depth of approximately 80 cm. There were two cement mixers in the construction area. Source observed truck loads of cement, sand, steel structures, tarpaper and brick being transported into the area. He did not see any other materials or equipment being brought there. It was source's belief that the shelter was one big hall, because the steel structures he observed did not have the form of supports for tunnels or passageways. There was also a water pipeline leading from the main pipeline under Czechoslovak Army Boulevard, point 1, into the air raid shelter. The pipes were made of clay and were four meters underground. The underground construction work was completed in December 1954. The cleaning-up and removal of the fence was accomplished in the spring of 1955.
4. Air raid shelter entrance. Two steel plates 5 m. x 1 m. and 9 mm. thick opened to the north and south like a trap door. The door was kept closed at all times. At one time during the cleaning-up process, the doors were open and source had the opportunity to look inside. He saw concrete steps going down to the depth of five meters. A steel door was at the bottom of the stairs. Source stated that the door at the ground level was not water tight. There was an iron railing approximately 80 cm. high on three sides of the door. Only the west side was open. There was no guard after the construction was completed, but source stated that there were always two policemen at the corner of Czechoslovak Army Boulevard, point 1, and the street, point 10.
5. Ventilation shaft. It was located about one meter south of the entrance, point 4. The shaft extended about one meter above the ground. It was made of metal and painted gray. Source estimated that the dimensions of it were 70 x 60 cm. The shaft was covered on top. It had about six rectangular openings at each of the four sides. The openings were 50 x 8 cm. This was the only ventilation shaft in the area.

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6. Newspaper stand, wood construction.
7. Bus waiting room, single-story reinforced concrete construction, 10 x 4 x 3.5 m., low gable roof covered with sheet iron.
8. Cigar stand, wood construction.
9. Gravel paths crossing each other through Gottwald Square.
10. Street, name unknown to source. Asphalt, 15 m. wide, good condition. All buses from Prague arrived on this street.
11. Street, name unknown to source, asphalt, 12 m. wide, good condition.
12. Street, name unknown to source, cobblestone, 10 m. wide, good condition. All buses departing for Prague travelled on this road.

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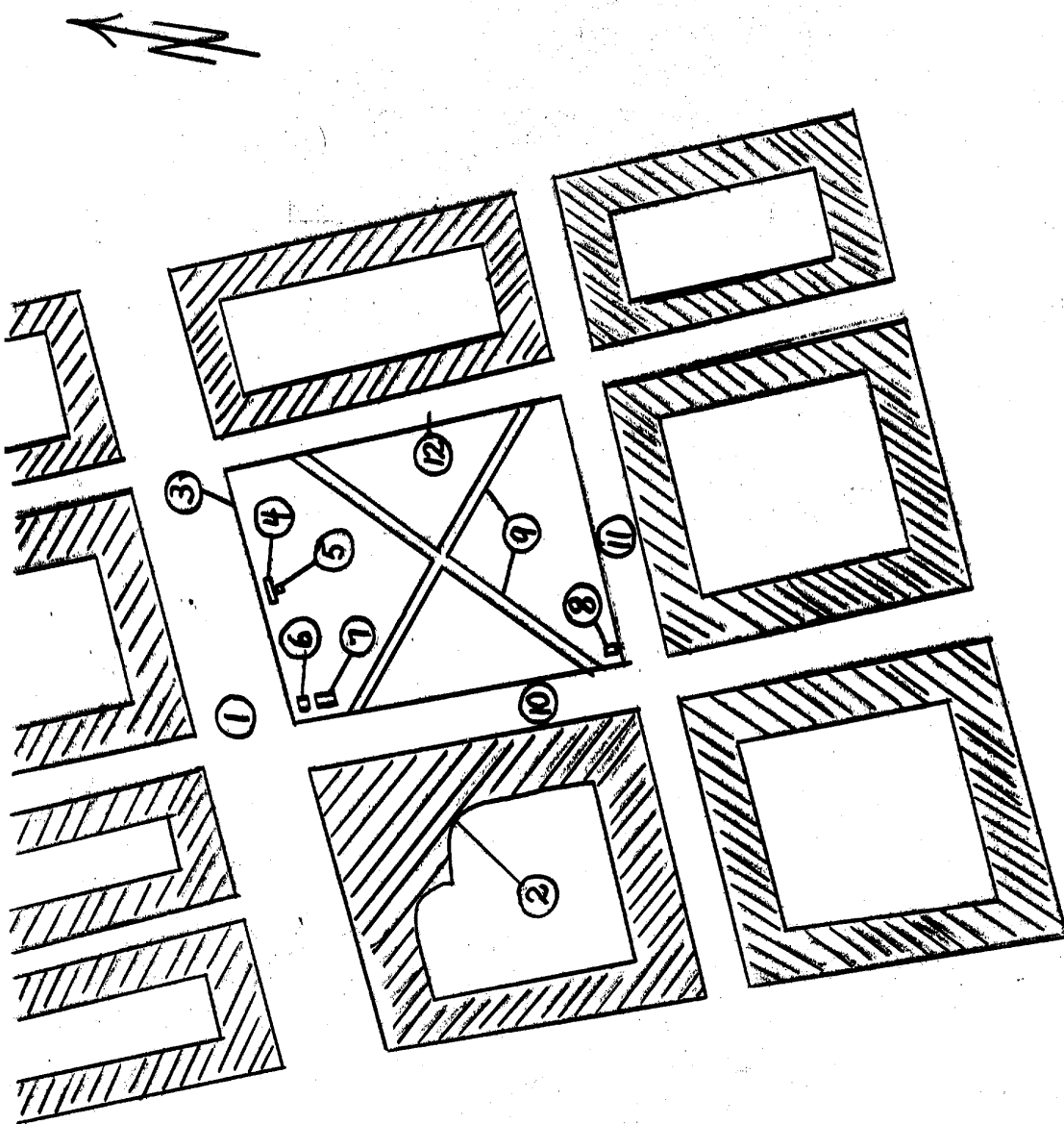
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Memory Sketch of Air Raid Shelter Location in Kladno

Scale: 1:2,000



 - APARTMENT HOUSES.

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Reference is made to page 8, memory sketch of underground construction area in Kladno.

1. Czechoslovak Army Boulevard (Trida ceskoslovenske armady). Asphalt, 20 m. wide, good condition.
2. Fence around the United Steel Works, National Enterprise, (Spojene ocelarny, narodni podnik), point 12.2. Partly wood, partly brick wall, 2.5 m. high.
3. Highway, gravel, 12 m. wide.
4. Administration building for underground construction. Single-story, concrete block construction, 12 x 6 x 5 m., low gable roof covered with tarpaper. This building was a temporary construction and was to be taken down after the underground construction was completed.
5. Forge shop for underground construction. Single-story, concrete block construction, 12 x 6 x 5 m., low gable roof covered with tarpaper; temporary construction.
6. Two-story concrete block construction, 12 x 6 m., low gable roof covered with tarpaper. Construction material storehouse was located on the first floor. Living quarters were located on the second floor; temporary construction.
7. Construction material storehouse. Concrete block construction, 12 x 6 x 5 m., low gable roof covered with tarpaper; temporary construction.
8. Slag mount, about 750 m. long, 580 m. wide, and 30 m. high. There was a concrete wall 1.5 m. thick and 100 m. long built on the south side of the mount. Source did not know its purpose.
9. Production buildings of Kablo, National Enterprise, a cable plant. Three single-story buildings five meters high, constructed of reinforced concrete and brick, built into one complex. The dimensions of the east side were 120 x 50 m. The wing was 60 x 55 m. The south side was 110 x 25 m. and the west side was 120 x 25 m. This plant employed about 500 workers in three eight-hour shifts. The night shift was smaller than the other two shifts. Source, who frequently saw loaded railroad cars as they were leaving the plant, believed that all types of cables were produced there. The thickest cable seen by source was 35 mm. thick and covered with plastic insulator, and the thinnest one was 10 mm. thick and covered with lead insulator. The other types of wire observed by source were: high tension wires, telephone line wire, copper wires, cables insulated with rubber and tar. The cables were stored and transported in 70 cm. to 1.8 m. rolls. This plant also had a fine-wire shop. There were several barrack-type wood constructions in the plant area. They were utilized for cable storehouses. Some of these storehouses were open wall construction. Source had no further information.
10. Kablo, National Enterprise, administration building. Brick construction, 150 x 20 m. The south part of the building was single story, and the north part had two stories; low gable roof covered with tile. One part of this building was utilized for living quarters. The entrance to the plant was through an underpass in this building. There was always an industrial guard at the entrance. All plant employees had to show passes to enter the plant area.

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11. Single-track railroad connecting the cable plant and the United Steel Works, National Enterprise, point 12, with the railroad station in Dubi (N 50-10, E 14-09).¹ The heaviest traffic was between 0500 - 1000 hours and 1300 - 1500 hours.
12. Area and buildings of the United Steel Works, National Enterprise (Spojene ocelarny, narodni podnik).²
13. Highway to Dubi, partly asphalt, partly gravel, 14 m. wide. Heavy traffic; about 260 buses in a 24-hour period.
14. Highway, gravel, 10 m. wide; moderate traffic.
15. Wooden fence, about three meters high. This fence blocked the view to the underground construction.
16. Planning office for the underground construction, single story, concrete-block construction, 6 x 4 x 5 m., low gable roof covered with tarpaper; temporary construction.
17. Entrance to the underground construction. The construction began in November 1953. There were three eight-hour shifts working at the construction. The day and swing shifts employed about 50 workers each, and the night shift about 20 employees. The construction area was illuminated by spotlights during the night shift. [] a worker employed at the construction and was told that it is planned to construct a main tunnel with a number of side tunnels. At the end of each tunnel would be a room. By spring 1955, only 60 m. of the main tunnel and two side tunnels were completed, and the room construction begun. Heinzmann bars, 2.6 m. high at the center, and three meters wide at the bottom were utilized for the tunnel construction. Two concrete mixers were in the construction area. [] a part of the United Steel Works, National Enterprise, point 12, was to be located in this place. There was an industrial guard at the entrance to the construction area. A narrow gauge railroad led into the tunnel. The gondola cars were pulled in and out of the tunnel by cable.

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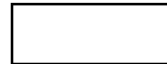
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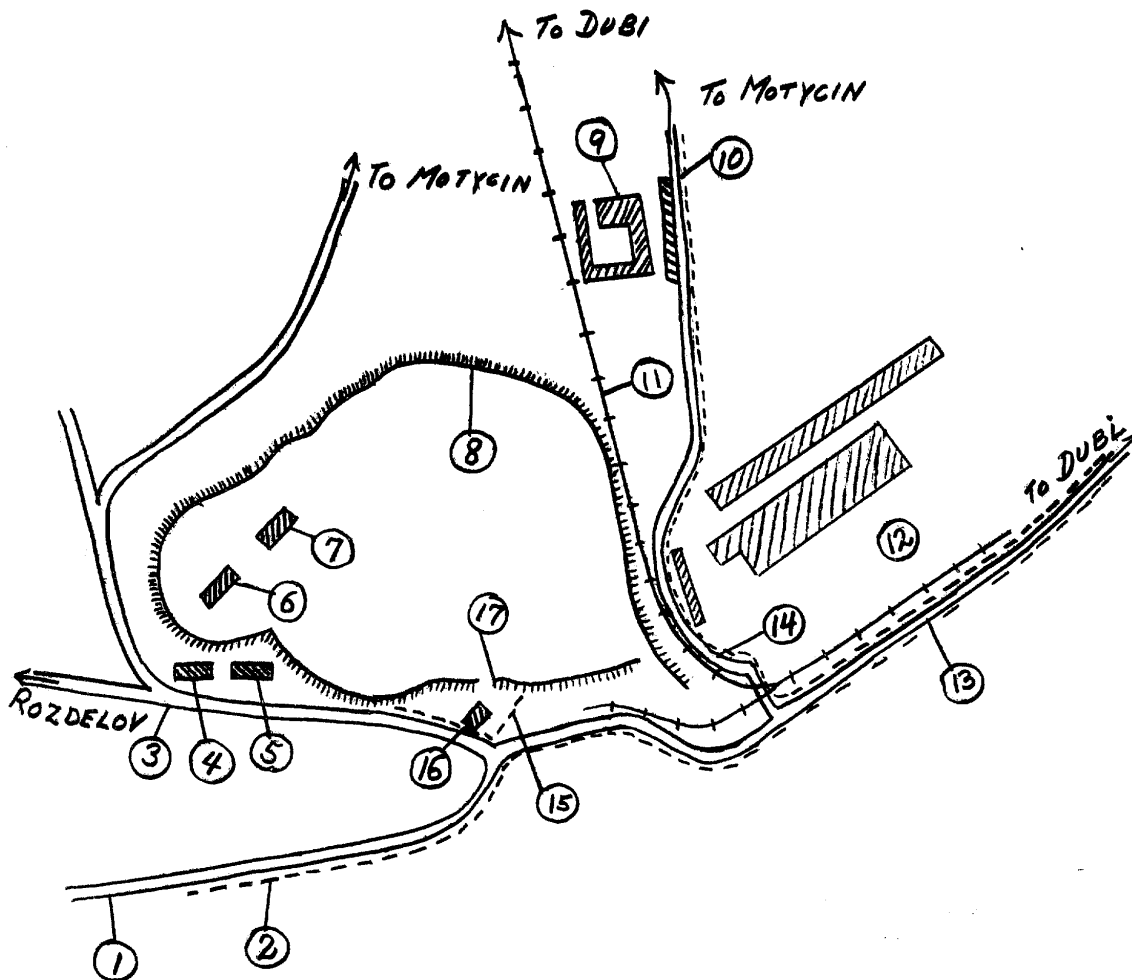
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Memory Sketch of Underground Construction Area in Kladno

Scale 1:10,000



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